

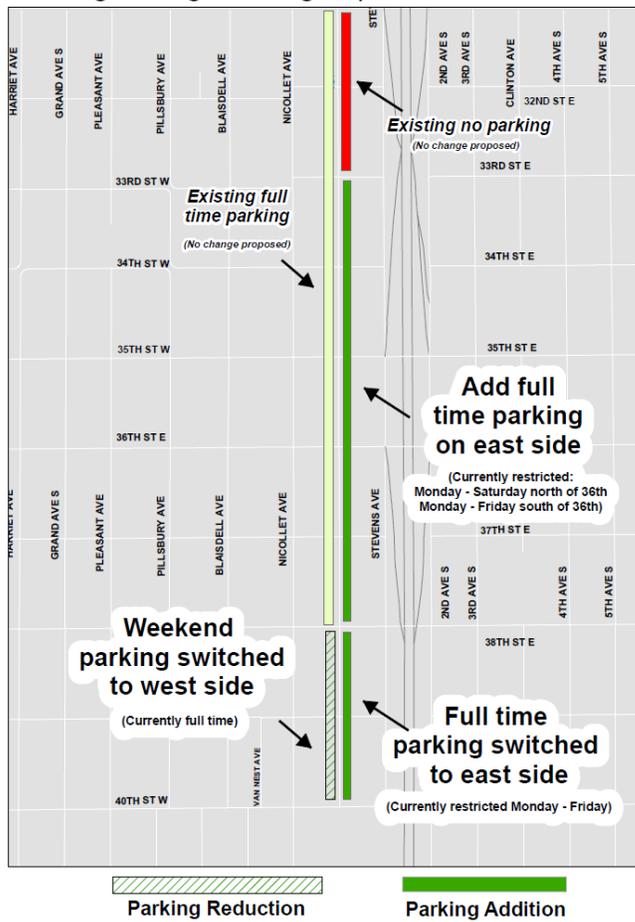
# 1<sup>st</sup>/Blaisdell Avenue Public Feedback Summary

Minneapolis Public Works has proposed a design for the addition of bike lanes on 1<sup>st</sup> and Blaisdell Avenues. This proposal has been shared in the following ways:

- The layouts were posted on the City's website: <http://www.ci.minneapolis.mn.us/bicycles/1stBlaisdellLayout.pdf>
- An email was sent out to the City's bicycle list serve
- A short presentation was made to the Whittier neighborhood on Monday, March 8th
- [Flyers for a public meeting](#) were distributed to properties along 1<sup>st</sup> and Blaisdell Avenues in the King Field and Lyndale neighborhoods
- A public meeting was held on March 17, 2010, with the following presentation given: <http://www.lyndale.org/wp-content/uploads/2010/03/1stBlaisdell-Presentation1.pdf>

In addition the following map was shared at the public meeting:

Parking Changes Being Explored on 1st Avenue S



Comments were received in several ways:

- 25-30 people attended the public meeting (resulting in 34 verbal comments and 3 written feedback forms)
- 5 e-mails
- 1 phone call
- 1 letter

Sometimes comments included more than one topic, thus the total numbers above do not match the number of comments below. The first 3 paragraphs summarize the overall issues of this project (adding bike lanes, adding parking, reducing number of travel lanes), while the chart on the following page reflects specific comments under subject categories.

### **Overall Issues:**

Comments were nearly 100% supportive of adding bike lanes on 1<sup>st</sup> and Blaisdell Avenues. *5 comments expressed outright support for bike lanes, 1 did not.* Nearly all comments implied support for bike lanes. These implied comments expressed desired improvements to the proposed bike lanes, such as *not wanting a 5' bike lane next to parked cars (3 comments)* and *wanting wider bike lanes overall (1 comment)*.

Comments were divided on the prospect of adding parking all the time on the east side of 1<sup>st</sup> Avenue, between 33<sup>rd</sup> and 40<sup>th</sup> Streets. *8 comments supported the idea of added parking, while 7 did not.*

Comments were also divided on the prospect of going down to one lane on 1<sup>st</sup> Avenue, between 33<sup>rd</sup> and 40<sup>th</sup> Streets. *3 comments supported the idea, and 2 comments were opposed.*

## All Comments under Subject Categories:

<i>Category</i>	<i># of Comments</i>	<i>Specific Comments</i>
Adding bike lanes	* 5 Comments (Supportive) * 1 Comment (not Supportive)	No specific comments
Adding parking on 1 <sup>st</sup> Avenue	* 8 Comments (Supportive)	- Need more parking between 38 <sup>th</sup> & 40 <sup>th</sup> Streets (3 Comments) - Cars are parking on grass in front yards (2 Comments) - Would slow down motorists (2 Comments) - A lot of multi-family dwellings need it (1 Comment)
<i>(continued)</i>	* 7 Comments (not Supportive)	- Squeezes bike lane next to parked cars and creates dooring issues (3 Comments) - Emergency vehicles couldn't get through (1 Comment) - Most properties already have off-street parking (1 Comment) - Would cause problems in the winter (1 Comment)  *1 comment gave no reason, but generally didn't like the idea
Reducing to 1 Lane on 1 <sup>st</sup> Ave	* 3 Comments (Supportive) * 2 Comments (not Supportive)	No specific comments
1 <sup>st</sup> Avenue	3 Comments	- There are many school bus stops on 1 <sup>st</sup> Avenue, which could conflict with added parking or a bike lane (1 Comment) - Parking should be switched from the east to the west side in Whittier, to eliminate conflicts with opening car doors next to the bike lane (1 Comment) - There is speeding at 35 <sup>th</sup> Street, so 4-way stops should be put in at 34 <sup>th</sup> & 33 <sup>rd</sup> Streets (1 Comment)
Blaisdell Avenue	6 Comments	- Likes the wider bike lanes proposed (1 Comment) - The bike lane going south needs to be extended to reach 40 <sup>th</sup> Street instead of stopping ½ block to the north (1 Comment) - The bike lane near Lake Street could be buffered, since there is extra width in the general traffic lanes (1 Comment)

		<ul style="list-style-type: none"> <li>- The proposal is good (1 Comment)</li> <li>- Would like to see a 25 mph speed limit (1 Comment)</li> <li>- Doesn't like bicycling on Blaisdell – thinks there's too many cars going too fast (1 Comment)</li> </ul>
LaSalle Avenue	4 Comments	<ul style="list-style-type: none"> <li>- Appreciates the sharrow idea (2 Comments)</li> <li>- Sharrows aren't that useful, there should be a bike lane (2 Comments)</li> </ul>
Colored Green Bike-Auto Conflict Zones	2 Comments	<ul style="list-style-type: none"> <li>- Thinks these are a good idea (1 Comment)</li> <li>- Wonders if they would be effective at night (1 Comment)</li> </ul>
Miscellaneous	6 Comments	<ul style="list-style-type: none"> <li>- Likes 11' travel lanes (1 Comment)</li> <li>- The connection between 1<sup>st</sup>/Blaisdell and a north/south route downtown, such as Nicollet Mall, needs to be clear (1 Comment)</li> <li>- Doesn't like curbside bike lanes because of deterioration between the concrete curb and asphalt (1 Comment)</li> <li>- Concentrate both bike lanes on one street instead of splitting them between 1<sup>st</sup> &amp; Blaisdell (1 Comment)</li> <li>- Would like to see bike lanes wider than 5' (1 Comment)</li> <li>- Make the connection to the Midtown Greenway work well (1 Comment)</li> </ul>